

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,312 號式拾壹百叁千叁萬壹第 日陸十月亥年六十二緒光 HONGKONG, WEDNESDAY, NOVEMBER 7TH, 1900.

叁拜禮 號柒月壹十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

**THE PUREST AND BEST CONFECTIONERY.**

THE MOST TASTEFUL AND PLEASING  
**CHRISTMAS CARDS.**

**A. S. WATSON & CO., LIMITED,**

CONFECTIONERS,

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[1632]

**CUTLER, PALMER AND CO.**

WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.

Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

[41]

**JOHN WALKER & SONS'**

**KILMARNOCK WHISKY.**

This World-renowned  
Fine OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.

Hongkong, 26th July, 1897. [43]

**CUTLER, PALMER  
& CO.'S**

PRICE \$10.75 PER DOZEN

NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 8.00 p.m. Every ten minutes  
8.30 p.m. to 8.45 p.m. and 9 p.m., and from  
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.

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8.15 a.m. to 10.15 a.m. Every half hour  
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Noon to 2 p.m. Every quarter of an hour  
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9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.

**JOHN D. HUMPHREYS & SON,**  
General Managers.

Hongkong, 1st May 1899. [2520]

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

**MCKIRDY & CO.,**  
43 & 45, QUEEN'S ROAD EAST,  
Hongkong, 3rd November, 1899. [2509a]

**RUINART PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND  
SHIPPERS.**

Ship only the Finest Quality  
Extra Dry (Green Seal)

**LAFITE, WEGENER & CO.**  
Sole Agents.

Hongkong, 17th May 1899. [1521]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$5.00 per Cask of 375 lbs. net ex Factory.  
\$1.00 per Bag of 250 lbs.

**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 2nd July, 1900. [1698a]

**LANE, CRAWFORD & CO.**

(TAILORING DEPARTMENT).

**WINTER SEASON.**

**LATEST LONDON FASHIONS.**

**NEWEST & BEST MATERIALS.**

DRESS SUITS from ..... \$65.  
TWEED LOUNGE SUITS from ..... 35.  
NORFOLK JACKET SUITS from ..... 25.  
SCOTCH TWEED ULSTERS, for Travelling, from ..... 50.

**LANE, CRAWFORD & CO.**

[32a]

**PHOTOGRAPHIC**

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

**A. CHEE & Co.,**

17A, QUEEN'S ROAD, HONGKONG. [389a]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**

**\$22.50 PER DOZ.**

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:—**

**THE "PALL MALL,"**

**\$20 PER DOZ.**

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

**\$10.75 PER DOZ.**

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.** [41a]

**C. P. & Co.'s INVALIDS' PORT**

**\$20 PER DOZ.**

This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**

**\$14.25 PER DOZ.**

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

**\$20 PER DOZ.**

**LA TORRE SHERRY,**

**\$16.75 PER DOZ.**

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**

**D.O.M.,**

**\$39.75 PER DOZ.**

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

**J. M. DE ZUNIGA,**

No. 9, QUEEN'S ROAD CENTRAL.

Entrance: LION HOUSE STREET (New Victoria Hotel).

**SCHLITZ WORLD FAMED  
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

SOLE AGENTS—

**WATKINS, LIMITED,**

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG. [112a]

**JUST LANDED.**

EX S.S. "STUTTGART,"

**KUPPER'S PILSENER  
BEER.**



Telephone 75.

The most popular of light Beers: there is never any sediment in KUPPER BEER, it is

always bright and sparkling.

**CALDBECK, MACGREGOR & Co.,**

SOLE AGENTS.

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Hongkong. [34a]

**COTTAM & CO.**

**NEW AUTUMN GOODS.**

AMERICAN BOOTS AND SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

**UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED.)**

SOLE AGENTS

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON,**

CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FURNACE PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CENTRIFUGAL METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ..... THOMAS SKINNER.  
Superintendent ..... ARCHIBALD RITCHIE.  
DODWELL & CO., LIMITED, General Managers

[37a]

**W. BREWER & CO.**

**CHRISTMAS CARDS FOR HOME  
MAIL.**

"CHINA'S OPEN DOOR" a Sketch of  
Chinese Life and History, by R.  
Wildman, U. S. Consul General .. \$3.50

**NEW BOOKS AND NEW EDITIONS.**

The Master Christian, by Marie Corelli .. \$1.50

The Love that Lasts, by Florence Warden .. 1.50

The Scarlet City, by "Potts" and  
"Swears" .. 1.50

For Britain's Soldiers, by Rudyard Kip-  
ling, R. R. Crockett, Sir Walter  
Besant, and others. Edited by C. J.  
Cutcliffe-Hyde .. 1.50

The Fourth Generation, by Sir Walter  
Besant .. 1.50

The League of Lady Smith, by Captain  
Oliver Dixon, 16th Lancers .. 2.25

New Volume of Pesp, 1900 .. 2.25

New Volume of Chums, 1900 .. 4.50

With Buller in Natal, by G. A. Henty .. 3.50

In the Irish Brigade, by G. A. Henty .. 3.50

Three Fair Maids, by Katherine Tynan .. 3.50

Molesworth's Pocket Book of Engineer-  
ing Formulae .. \$3.50

Bangkok Bar Tile Table, by Capt. J. A.  
Morris .. 2.00

**NEW STOCK.**

FOOTBALLS, TENNIS RACKETS, and

BALLS, CRICKET BATS, BALLS, LEG

GUARDS, BATTING and WICKET.

**KEEPING GLOVES.**

**CHILDREN'S TOYS.**

CIGARS, TOBACCO, CIGARETTES,

BRIAR PAPES (Large Variety), &c.

23 & 25, Queen's Road, Hongkong. [31]

**PARIS EXHIBITION, 1900.**

**THE GRAND PRIZE**

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

**JOHN DEWAR & SONS, LTD.**

SOLE AGENTS—

**H. PRICE & CO.**

[36a]

12, QUEEN'S ROAD.

**KELLY & WALSH, LD.**

**NEW BOOKS AND NEW EDITIONS.**

The Attaché at Peking, by A. R. Free-  
man-Mitford, C.B. .... \$3.50

The Story of Gladstone's Life, by Justin  
McCarthy .. 4.50

Cricket, The Sports Library, by Collings,  
Hearne, Ward, Noble, Lord Harris  
and others .. 1.75

Mr. Dooley in the Hearts of His Coun-  
trymen .. 2.25

Sailing Alone Around the World, by  
Captain Joshua Slocum, Illustrated  
Chaplain in Khaki—Methodist Soldiers  
in Camp, on the Field, and on the  
March .. 1.75

China's Open Door, an Historical Sketch,  
by Roushville Wildman, Illustrated  
La Chine Qui S'ouvre, by René Pinon  
and Jean de Mareillac, Avec Carte  
de L'Extrême-Orient, Plans de  
Changhai et Hongkong .. 3.50

The Story of South Africa, by W. Basil  
Worsfold .. 1.00

The Conquest of Pissania, by E. Zola,  
Trans. by Vinetelly .. 2.25

China in Decay, the Story of a Disap-  
pearing Empire, by Alexis Krause .. 3.50

Sacred Art, the Bible Story Pictured by  
Eminent Modern Painters .. 5.50

Russia Against India, by A. R. Colquhoun .. 3.00

**SPECIAL BLANK CHRISTMAS**

**CARDS FOR PRIVATE PRINT-  
ING. NEW DESIGNS.**

**JAPANESE HAND PAINTED CARDS.**

**RICE PAPER CARDS with PIDGIN**

**ENGLISH VERSES.**

**VIEWS OF HONGKONG**

AND  
**CHINESE SCENES.**

The Mail of Nov. 14 due in London, Dec. 12th.

" " 19 " " 19th.

" " 24 " " 23rd.

[30a]

**THE ROYAL PIANOS.**

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE

**RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING**

**SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE**

**FAMOUS MAKERS**

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**THE ROBINSON PIANO CO., LD.**

**THE VICTORIA DISPENSARY,**

HONGKONG.

**AERATED WATERS.**

**SIMPLE AERATED WATER.**

**LEMONADE.**

**SARSAPARILLA.**

**TONIC WATER.**

**SODA WATER.**

**GINGER ALE.**

**RASPBERRYADE.**

**LEMON SQUASH.**

**SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers**

**NOTICE FROM SHANGHAI**

FROM this day HOPKINS' BUT-  
CHERRY is again prepared to Supply its  
numerous Patrons in Hongkong as in former  
years with PRIME BEEF, GAME, WILD  
FOWLS, GAME FISH and BRAWNS, &c.  
Orders are respectfully solicited.  
HOPKINS' BUTCHERY,  
Shanghai.

Shanghai, 1st November, 1900. [2804]

**FOREIGN AND COLONIAL STAMP  
DEALER.**

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.  
15 to 25 per cent Discount Allowed. [1636]

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Café de the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [144]

**THE**

**PEAK HOTEL.**

City Office: 7, Duddell Street. [1023]

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAP, The PEAK, near the  
Tram Terminus.**

Tel. 56.

For Terms, apply to the **MANAGER.**

Hongkong, 2nd July, 1900. [1029]

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES, by the DAY, WEEK, or MONTH.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

## CONFECTIONERY.

SHIPMENTS FOR THE NEW SEASON  
HAVE ARRIVED.

INCLUDING

Confections of all kinds, from simple  
articles to the FINEST and MOST  
DELICATE productions of the best firms  
in Europe.CADBURY'S CHOCOLATES  
IN ALL VARIETIES.

PASCOALL'S SPECIALITIES.

Jordan Almonds, Smyrna Rahat,  
Vanille Pralines, Montelimart Nougat,  
Royal Pralines, Amandes Aboukirs,  
Dragées, Crèmes,  
Fondants Fourrés, Chocollines,  
Marzipan, Nougatines,  
Apricotines, Fondants.

Fried Pralines, &amp;c., &amp;c., &amp;c.

ALSO

CHRISTMAS  
ANDNEW YEAR CARDS  
IN GREAT VARIETY.A. S. WATSON & CO.  
LIMITED,

HONGKONG DISPENSARY.

BIRTH.

On the 6th inst., at Dunford, Peak, the wife of  
HERBERT W. BELL, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 7th, 1900

THE Navy League at home issued last month the following statement, which, as it is brief, we take the opportunity of quoting in full. "On October 29th" the statement runs, "two Russian battleships and five destroyers are to sail from Europe to the Far East. The situation there, already 'most unfavourable to England from a naval standpoint, will be changed yet more grievously to her disadvantage unless she is able to forward strong reinforcements. Yet, whence are these to come? The *Albion*, *Glory*, *Formidable*, *Implacable*, and *Irresistible*, all of which 'should have been in service in March of this year (see Estimates for 1898-9, pages 186 and 194), are still unready. The loss of our sea power in the Far East is the first consequence of that under-expenditure upon new construction against which for three years the Navy League has continually protested, but in vain. We cannot afford to weaken further our Mediterranean fleet, and we have no other ships to send. A table giving the totals of vessels in important classes of the four great European fleets in the Far East is appended:—

	Eng.	France	Ger.	Russ.
Battleships	3	6	4	4
Armoured Cruisers	3	6	1	1
Cruisers, 1st and 2nd class	9	8	6	6
Destroyers	7	8	4	4

"From the above it will be noted that in fighting strength England now stands 'third.' From to-day's London telegram it will be seen that in addition to the *Pollara* and *Sevastopol*, turret-ships, and five torpedo-boats, the new 12,000 ton armoured cruiser *Gromoboi* is about to start for the Far East to join Russia's squadron, which will then number in all twenty-nine, including four battleships, one armoured and six other cruisers. The figures, therefore, given in the League's statement are an

under-not an over-estimate. What, then? Is the Navy League right in its repeated warnings, or can we afford to continue on the old lines as far as additions to the navy are concerned?

Writing the other day to the *London and China Express* a service correspondent asked: Why not send the *Canopus*, *Ocean*, and *Victorious* from the Mediterranean squadron, to be replaced, say, by the *Regulus*, *Resolution* and one of the *Majestic* class from the Channel Fleet, whose place in turn could be taken temporarily by *Nile*, *Trafalgar*, and *Sana Parel* or *Bombay*, and ultimately by ships now re-fitting or almost ready for commission? As a scheme this sounds very well, but it is impossible for anyone but a naval expert to pronounce definitely on its merits. Of one thing we may be certain, that had the Channel Squadron been weakened for the benefit of the fleet in Chinese waters, there would have been an outcry from the alarmists who make it their business to warn the country against the dangers threatened by France. Is it then impracticable to alter the balance of numbers with our present naval resources? If so, the Navy League claims that it is essential to add largely to our fleet. With regard to the state of affairs on the China Station the League can, if it likes, claim the support of Mr. Goschen when, speaking in May 1898 on the new British acquisition at Weihaiwei, he said: "An outpost of this kind is of value to those who have supremacy of the sea and it is from the point of view that we have the supremacy at sea, that we shall approach what has to be done at Weihaiwei." But we have not at present the supremacy at sea in Chinese waters, unless we can demonstrate that our efficiency, guns, or armour make up for the lack in number of ships on which to base our claim to supremacy. The Navy League has very definite ideas on these points, and certainly in the last two items they have some powerful statistics on their side. With regard to the efficiency of the men grave statements have of late years obtained considerable publicity in the home papers and there have been but half-hearted attempts to contradict them. It is true that similar statements have been made with respect to other nations by the critics of their own countries, and probably with the same amount of truth. But this does not affect the question. We have to look to our own defects, not to compare them with those of other nations.

It is, as even the opponents of the Navy League's methods must admit, unjust to consider the League as an alarmist body. But the matter will become increasingly doubtful with the progress of time whether, in one particular, the standard they set is attainable. By all means let them press for reform, which is necessary in the Navy, as it is in a far more serious degree in the Army. But whether it will be possible to uphold the theory that the British Navy must be a match for any two of her rivals' fleets, is a question to which serious thought must be given. As certain nations grow rapidly richer, how can it be guaranteed that we shall be able to meet their efforts step by step? The policy of isolation, so long upheld, which renders necessary the support of the League's theory of superiority to any two rivals, has received some rude shocks of late. Will it become necessary to modify it? That is one of the problems of the next century.

No fresh plague cases or deaths occurred in the 24 hours ending at noon yesterday.

A cricket match will take place this afternoon at 4.30 between the Second XI of the H.K.C.C. and the Officers of the Navy.

Alfred Christiansen, seaman on the British sailing vessel *Siorra Cordova*, now in the harbour, fell down the hold on Monday, a distance of about seventeen feet, and was killed.

A Chinese passenger by the *Hun Kow* on Monday jumped or fell overboard when the vessel was about two hours distant from Hong-kong, and was drowned. His body was found floating in the harbour, and conveyed to the mortuary.

We received yesterday from Mr. Bounsoville Wildman, U. S. Consul General, the following typhoon warning, issued from Manila Observatory at 9 a.m.: "The typhoon S.E.E. of Manila, is approaching South Mindoro and moving westwards." Later in the day we received the following second warning, dated Manila Observatory, 6 p.m.: "Typhoon probably crossed South Mindoro, continuing westwards."

As we stated some time ago the Inspectors of police in charge of the different districts have been busily engaged of late in catching mosquitoes with a view to their being utilised in an investigation in connection with the theory that these troublesome insects are responsible for the spread of disease. The mosquitoes from the different districts vary in appearance much more than would have been expected. The finest specimen seems to have been caught at Pokfulam, one from that neighbourhood being on view at the West Point Police Station as large as a beetle—so the Inspector in charge says.

The British transport *Pentolota* arrived from Taku yesterday.

The French gunboat *Comete* arrived yesterday from Canton, while the French cruiser *Descartes* left for Saigon.

About the beginning of January, the Austrian Lloyd's Steam Navigation Company will start a regular line of steamers between Europe and Burma.

The Royal Hongkong Yacht Club announces its first Club Race for the 11th inst. over course No. 2, and its second for the 18th inst. over course No. 5.

Since the establishment of constitutional Government in Japan, the Imperial Diet has always been convened in November. This year's session of the Diet, it is stated, will not be opened until the end of December owing to the vast amount of work to be dealt with by the new Ministry.

In modern journalism, the *Texas Star* ought certainly to take a leading place for enterprise. The Tuesday immediately following the cyclone, which commenced on the Friday, brought forth a "special extra edition" of the *Star*, which was sold at five cents per copy. It consisted of two pages of 12 in. by 18 in. The printing was poor and in some parts the words were hardly visible. It contained some peculiarly appropriate advertisements, the following being a fair specimen:—"Public attention is coming to Galveston, make your arrangements in advance for room and board at the Grand Hotel." The *Star* was the first paper issued after the disaster, although the *Galveston News* was only a few hours after it, being about half the size, and printed on yellow wrapping paper.

Mr. David J. Walters, a student from Yale is now in Japan on his way to Java as leader of an expedition financed by George W. Vanderbilt, and having for its object the solution of the problem whether the actual species of the ape-like men still exists. Earnest Haeckel, a distinguished professor at the University of Jena, maintains that this soulless, voiceless, five-fingered, tailless creature is still extant amid the jungles and tangled forests of North-eastern Java, and he last spring announced his intention to set out in quest of this link yet missing to complete the wonderful chain in the theory of man's descent, beginning with the organ-less *menes*, and thence by seven stages to skull-less vertebrates. If the ape-like man is not in Java, Vanderbilt's agent will search the forests and swampy savannas until he is convinced of that fact. The *pithecanthropus* must be found or dismissed from the field of contemporaneous existence.

The United States Government has just decided a somewhat important point concerning the legal status of American citizens on board United States army transports in foreign waters, and incidentally the question whether a person employed on a United States Government vessel, not a ship of war, is subject to the jurisdiction of foreign courts while the vessel is in a foreign port. The incident which brought about the reference to the authorities, and the subsequent decision, occurred recently at Nagasaki. Melvin C. Scott, a fireman on the United States transport *Thomas*, was accused, while the *Thomas* was at Nagasaki on her last trip, of having assaulted a Japanese boy. He took refuge on board the transport and the Japanese local authorities made a demand for his surrender, which was refused. The Japanese authorities declared they would send a detail of men to take Scott from the *Thomas*. Captain Sawtelle sent word that any attempt to arrest Scott on the *Thomas* would be resisted by force of arms. No attempt was made. The Judge Advocate-General of the Army has rendered an opinion, which has been approved by the Department, upholding Captain Sawtelle's course and denying the justice of the stand taken by the Japanese. He maintains that a transport, while not a vessel of war, is a ship in the service of the United States Government, and her officers and crew are as free from the jurisdiction of foreign courts as the enlisted men of vessels of the Navy. The precedent established in the case of Scott will be followed hereafter.

The removal of two large naval guns from Belcher's Fort to the Artillery barracks at Victoria yesterday morning was attended with very unfortunate consequences. The guns are mounted on carriages similar to Captain Percy Scott's design, the wheels of which are attached long dragropes for the men to pull. One of the guns reached that portion of Cairne Road intersected by Shelley Street, and the men started to haul it along, with the idea apparently of spurring a little to run it up the steep rise just past the Italian Convent. The officer in charge gave an order, it is said, for the right-hand dragrope to go ahead, and the left to remain behind the gun to steady it. Unfortunately the men on both ropes rushed ahead and started to run, as the road declines here the result may be imagined. The gun got unmanageable, and its ponderous muzzle swung one side of the road to the other, and with a crash the iron trail struck the kerb adjoining the Convent gate where a crowd of chair-coolies usually congregated. Two artillerymen were knocked down, one being picked up unconscious, the other fortunately receiving only a nasty blow on the leg. A Chinese coolie was also carried away injured. Medical aid was at once sent for by the officer in charge who did everything he could to attend to the sufferers. No doctors could be found until Dr. Gomes came along and examined the injured man, who had apparently sustained an injury to the spine. The injured soldier, whose name is Eicknell, was conveyed in an ambulance to the Military Hospital, to which place the other soldier who was hurt was sent in a chair.

Chief Justice of Cape Colony.

According to the semi-official *Konstantin* *Yestnik*, the Russian naval estimates for 1901 amount to 97,097,868 roubles (£10,143,400), of which 60,000,000 fall under the head of ordinary expenditure. Sixteen millions are to be devoted to strengthening the fleet, while 3,000,000 are set aside for harbour works at Libau, and 2,000,000 and 3,000,000 respectively for harbour works at Vladivostok and Port Arthur. The naval estimates for 1901 exceed the Budget of the current year by 10,400,551 roubles (£1,090,580).

The *Times* in the course of an article on "Combating Malaria in Italy" says:—"Drainage, and not the extermination of *Anopheles*, drove malaria out of England. Two, it may be three, species are still found in Great Britain, but by the reclaiming of the Fens their numbers have been vastly diminished; at the same time, the use of quinine has checked the existence of the parasite in man. The chances of a mosquito coming across a malarious patient being gradually lessened on both sides, the parasite has been eliminated, and within living memory the disease has disappeared from Great Britain.

Under the title of "An Englishwoman in China," Miss Mitford in the *Temple Magazine* tells of an interview she was granted by Mrs. Bishop. "I asked her 'If they made good Christians?' 'The very best,' she said. 'There is no cringing about the Chinese. They stand before you as men, and when they have accepted the Christian faith they will endure any tortures rather than renounce it. And it is through the particular characteristics of the people that the religion will grow among them. They are such ardent propagandists. If one man is converted he will set rest content until he has converted a hundred others'—which suggests the thought that the native Christians spend a very discontented life, judging by the rate of conversions.

In his speech to the C.I.V. before their departure for home Lord Roberts eulogised the regiment's magnificent services to their Queen and country. The men, he said, came without a history; what history they had since made the world now knew. The regiment had marched well, had fought bravely, and had in all respects borne itself in keeping with the high traditions of the British Army. He had from the beginning staunchly upheld the Volunteer movement, and he considered that the City Imperial Volunteers had conclusively proved that citizen soldiers should form an integral part of the nation's strength. He would promise that the interests of the Volunteers would be always near his heart, and he hoped and believed that the regiment's fine record would have a healthy effect on the Volunteers at home. In conclusion, Lord Roberts particularly asked the City Imperials when they arrived home to testify to the noble qualities of the British soldier, their brother in arms, whose gentleness, courtesy, and bravery were the admiration of all who came in contact with him.

The celebrated Asian traveller, Dr. Sven Hedin, according to the latest reports at home when the last mail reached Abdal, on the Tarim River, in Eastern Turkistan, on June 27. He states that the Tarim is the largest river in the interior of Asia. He surveyed the river from Arghan to Abdal in a ferry-boat. From Jeggeli-kn, where the river becomes a multitude of small shallow lakes, he continued his journey in a craft made up of three canoes lashed together, with a deck surrounded by a felt tent. In the beginning of March he made an excursion from the Yangkiok, where he had his winter camp, to the southern slope of the Karryk Tagh Mountains, where he surveyed the Kumdarya bed of the Tarim, which is now dry. In the neighbourhood he found the marks of a large dried-up lake, probably the old Lob-Nor, which lies east of the present Lob-Nor, or rather the four lakes discovered by him in 1896. The dry soil was covered with a thick layer of salt and millions of mussel-shells, while the banks held many withered reeds, dead trees, consisting exclusively of poplars and ruins of houses, fortifications, temples, &c., which were often adorned with artistic woodcarvings. Dr. Hedin intended to return to this region in the autumn.

Since every battleship is said to require about one thousand tons of teak in construction, and European navies are being added to at an enormous rate, there is obviously a boom in this kind of wood, states the *Naval and Military Record*. Every effort is being made to dispense with the use of wood on board ship, but teak appears to be necessary for sheathing and armour backing. The bulk of the teak supply of the world comes, of course, from Burma, Siam being a long way second. The British Admiralty will not have anything to do with the Siamese timber, though experts have declared it to be as good for all practical purposes as Burmese. Mr. Consul Cassels, in his report from Bangkok, shows that the Siamese Government are taking pains to improve the quality of the wood by prohibiting the felling of trees below a certain girth and regulating the forests. The consumption of teak appears to be increasing regularly. Besides its use for ship-building and railway rolling stock, there is a noteworthy demand for it in Europe for house building and furnishing. Siam also has large forests of other woods, including agilla, sapen, ironwood, padou, ebony, and rosewood, but difficulties of transport prevent them being worked with profit. Teak can be floated down the river in rafts, but these are mostly heavy and felled green, so that they cannot be carried in this manner. However, in spite of difficulties, before long the exportation of all kinds of timber may reach some magnitude in Siam.

A New York telegram announces that at Gutterberg, on the 4th ult., M. W. Long ran a quarter of a mile in 47 sec. This is a world's record.

Three wagon trains are on their way from America to the Philippines, accompanied by 300 mules, and a number of specially engaged wheelwrights, blacksmiths and teamsters.

The Victoria Cross has been bestowed, for conspicuous bravery in South Africa, on Sergeant H. Engleheart of the 10th Hussars, and Corporal F. Kirby of the Royal Engineers.

According to the home papers the annual dinner of the China Association is to be held on the 7th of this month (to-day). Sir Thomas Sutherland, as President of the Association, to be in the chair.

A New York newspaper, in a long article on the ill-fated *May Flint*, recalls that she gained distinction while known as the *Peruvian March*, and before being made into a sailing vessel, by taking the big elephant "Jumbo" across the Atlantic for P.T. Barnum in 1882.

Every German cavalry regiment is now supplied with two boats made of water-proof canvas, which, when not in use, can be folded up. Each boat will carry from six to eight men, and the two boats bound together form a raft capable of bearing from 2,500 to 2,700 pounds.

The following appointments were announced at the Admiralty last month:—Lieut. C. P. Beatty-Powell to the *Centurion*, additional, for Taku, September 25th; A. A. Philbrick to the *Astrak*, October 2nd; Inspector of Machinery J. Pitt to the *Tamar*, additional, for Fleet Reserve duties, October 26th.

The *Naval and Military Record* of the 4th ult. says:—"It is rumoured in service circles that Vice-Admiral Sir Compton E. Domville will succeed Vice-Admiral Sir Harry Rawson in command of the Channel squadron in December next, when the period of the latter's appointment expires." Vice-Admiral Rawson, it will be remembered, succeeds to the command of the China Squadron.

The Peace Congress, which sat last month at Paris, had a long discussion over China. The Congress considered that the only policy commended by present circumstances consists in preparing the way for the abandonment of the protectorate, and in favouring the constitution in China of a strong and prudently progressive native Government, capable of carrying out the indispensable internal reforms and of securing, under the régime of the "open door," the effectual protection of honest foreign commerce for the greater advantage of civilisation.

Speaking in Bristol (West) on the 28th September, Sir M. Hicks Beach in alluding to the Chinese Question said the Government were opposed to any partition of China, and in this he believed they had the assent of all other civilised nations. They were not prepared to substitute European administration for Chinese Government, and held that the open door and treaty rights should be maintained. The country had already very weighty responsibilities, without adding those which would be involved by a European administration of China.

Russia, it is announced by a St. Petersburg correspondent, is about to introduce the metric system of weights and measures. Russia and England have been the two chief laggards in this matter, and with Russia's conversion to reason we shall be left alone with our systems and antiquated local scales. Our commerce has already suffered to a very large extent from the fact that foreign traders are not able to understand our standards, and will not take the trouble to do so when they can be as well served elsewhere through the medium of a commercial dialect which is internationally understood. It will certainly suffer still more with Russia in the ranks of the nations that are equipped with reasonable standards.

As a result of the experience gained in the present campaign some changes are, says the Yokohama correspondent of the *Daily Mail*, likely to be made in the equipment of the Japanese troops. Rice as an article of food will give way to ordinary European provisions to a large extent. *Kiaki* will also probably displace the present white tunics as a fighting dress. Japanese reports of the capture of Peking, while written in a spirit of scrupulous fairness, show how marvellously the troops were equipped and how ingeniously they fought. The officers were actually supplied with hand electric lights. "During the night attack which preceded the capture of the Tse-hwa Gate, the men who led the forlorn hope with the gun-cotton to blow up the masonry stripped off all their clothing to escape the enemy's notice."

Lord Curzon, speaking in Council at Simla on the 20th ult. said that there were now two millions only receiving Famine Relief, and he expected these to return to their homes in November. This famine had affected one-quarter of the populace of India, and the loss in crops was fifty millions sterling. The financial outlay to the end of August was 854 lakhs, and there was a further estimate of 150 lakhs to the end of March. Though the mortality was high, he fearlessly claimed that he had never seen distress more quickly relieved, or officers work harder to save life. The wealthy natives had not reached a high standard of practical sympathy, but the majority of the chiefs behaved lucrably. The future outlook was everywhere promising. The cotton crop would probably amount to thirteen millions sterling. In concluding, Lord Curzon said: "Our first object is to re-start the suffering in the world, and the next to profit by the lessons of the recent famine, which cannot be met with, not dismissed, without a shudder."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE ORISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 6th November, 8.52 p.m.

## A MISSING MISSIONARY RETURNS

Mr. Hewett, the missing medical missionary from Shansi, reached Hankow to-day.

## MOVEMENTS OF PRINCE TUAN.

A Lanchow native despatch reports that Prince Tuan reached Ningxia disguised as a Buddhist priest. It is supposed that he was under the protection of Tung Fubsiang.

## YUNG LU AND THE BOXERS.

It is reported that Yung Lu hesitates to proceed to Hianfu, fearing the Boxers' vengeance.

## LU CHUAN-LIN.

Lu Chuan-lin is now reported to be worse.

## KANG-YI, THE SUPPOSED

SUICIDE.

Kang-yi has been promoted to the post of President of the Board of Rites.

## THE EMPRESS DOWAGER.

Fearing a foreign invasion, the Empress Dowager is debating whether to proceed to Cheng-tu.

LONDON, 5th November, 6.45 p.m.

## EIGHT RUSSIAN SHIPS FOR THE FAR EAST.

A Russian squadron, consisting of the turret-ships *Pollara* and *Sevastopol*, the armoured cruiser *Gromoboi*, and five torpedo boats, is shortly starting for the Far East.

## THE U.S. NAVAL PROGRAMME.

The *New York Tribune* announces the naval programme of the United States for 1901. It comprises 32 vessels in all, of a displacement of 151,600 tons, including 22 gunboats for service in China and the Philippines.

[Of the new Russian warships which are coming out to the Far East, the *Pollara* and *Sevastopol* are both turret-ships of 10,560 displacement, the former of 11,255, the latter of 13,600 t.p. Both were built at St. Petersburg, the *Pollara* in 1894, the *Sevastopol* in 1895. Their armour is 15 1/2 in.; belt, 10 in. H.S. gun position, 3 1/2 in. deck. Armament—four 12-in., twelve 5.9-in. Q.F., 34 smaller guns, and six torpedo tubes. The *Pollara's* speed is 18.2 knots and the *Sevastopol's* 17.5 knots. The armoured cruiser *Gromoboi's* chief figures are—displacement 15,536; t.p. 14,500; armour—6 in. H.S. belt and gun position, 8 in. deck; armament—four 8-in. Q.F., sixteen 4.7-in. guns, twenty 3 in. thirty six smaller quick-firers and masts with five torpedo-tubes (four submarine); speed 20 knots.]

## THE WAR IN SOUTH AFRICA.

LONDON, 6th November, 6.45 p.m.

## KRUGER SERIOUSLY ILL.

It is reported that ex-President Kruger is now seriously ill.

## REUTER'S SERVICE.

LONDON, 4th November.

## BRITISH SOUTH AFRICA.

Numbers of Boer refugees at Lourenço Marques are returning to rejoin their commandoes. Lord Roberts reports several engagements in the Rustenburg district and South of the Orange River Colony.

There are twenty transports at Capetown waiting for the returning troops, but it is not likely that any considerable number will return home for some time. The departure of the Horse Artillery, which was under orders to return, has been countermanded.

## SPAIN.

Martial Law has been proclaimed throughout Spain, owing to the appearance of considerable Carlist bands in Catalonia and Valencia. Rigorous measures have been adopted.

## THE KWANTUNG REBELLION.

The attempt to arouse the people of the Kwantung province to rise in rebellion against the Chinese authorities has failed. Most of the principal towns and cities are now occupied by the Imperial troops, and the rebels, recognising the futility of any further operations on their part, have disbanded.

## LATEST STEAMER MOVEMENT.

The Glen Line steamer *Glenart*, from London, left Singapore on the 5th inst., and is due here on the 11th inst.

A St. Petersburg telegram dated 1st ult. states—"The *Open Door* magazine publishes the following:—'The Open Door' has appeared in the foreign press regarding the alleged annexation by Russia of the Manchurian territories bordering on Russia. The tasks which the Imperial Government has in view in the Far East, have been very definitely set forth in official communications, and the tenor of the latter makes it sufficiently clear that the above-mentioned reports of an incorporation of Manchuria with the territory of the Russian Empire are devoid of all foundation.' But what about the south end of the Amur?"



## ANOTHER PIRACY CASE.

GOOD WORK BY A GERMAN RIVER STEAM-PINNACE.

We have received from a trustworthy source the following details of a piracy case near Shik-moon (not far from Canton), and of the fortunate appearance on the scene of a steam-launch just taken over by the German Government for river work.

The German armed steam-pinnace *Schamien*, under command of Lieutenant Reymann, went out for a cruise in a forenoon of the 2nd inst., and was lucky enough to surprise a party of pirates, seven in number, actually engaged in robbing the passengers of a passenger paddle-boat of their clothes and small valuables. The pirates had already succeeded in robbing another paddle-boat, and had also tried to get hold of a Chinese steam-launch, but the latter made her escape, after being shot at and hit twice only. The place of the piracy was near Shik-moon. As soon as the pirates saw the *Schamien* approaching, they ascended into the rice-fields, but were pursued at once by Lieutenant Reymann and fire of the blue-jackets. The pursuit was a rather difficult one, owing to the narrow and slippery pathways, but Lieutenant Reymann and his men succeeded in catching one pirate and the whole booty. The other pirates disappeared behind the hills, but before their escape, the blue-jackets fired and wounded one of them, who was, however, carried away by his companions. The pirates were armed with revolvers of the newest patterns, and fired back at their pursuers without hurting anybody. The whole booty and the captured pirate were handed over to H.M.S. *Luchs*, in Canton. The Commander of the *Luchs*, Capt. Dühnhardt, will, as far as can be learnt, insist upon the pirate being beheaded; otherwise he will take him to the scene of piracy and have him shot by his own men.

The *Schamien* is the former steam-launch *Tung Cheung*, and has been bought by the German Navy for river services, having been taken over on the 20th ult. She is a boat of 37 tons, is 76 feet 8 in. long and 10 feet 4 in. broad, and has a speed of 12 knots. Her armament consists of 2 Maxim guns and 2 37 mm. Machine guns. At the time of the piracy there were on board one officer, 2 non-commissioned officers, and 8 sailors, but the *Schamien* is able to carry 40 men, if necessary.

It is unfortunate, our informant remarks, that the *Schamien* could not fire any shots into the pirates, but the latter were clever enough to shelter themselves behind the passenger-boats. It is said that the pirates are inhabitants of the village of Chung Chow Kong, which is well known among the natives as a nest of pirates.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 5th November.

AND OF THE STRIKE.

The strike of the shop-people and traders was at an end on Saturday evening. At 4 p.m. all the shops and street gates were reopened, and business was resumed; the officials having yielded to the demands of the gentry and merchants by allowing the latter to engage soldiers to patrol the streets and paying for it themselves. If the strike had continued for two days more there would have been serious disturbances; fortunately the officials had sense enough to give in to the ungracious resolution of the people.

A MUSICAL MASTERPIECE. On the 4th inst., the birthday of the Portuguese Consul-General at Canton, Mr. J. H. C. Crespo, the Portuguese held at Shumien played some selections of music at the Consulate among which was a new piece entitled "Shamoon ul Suspense," composed by the Bandmaster, Maestro V. Senzo, expressive of the situation as portrayed by a panic-stricken imagination. It commenced in a soft mournful style, descriptive of general suspense, then little by little increased to *molto agitato*, bringing in the clink of bayonets and the roll of drums, imitating too, the cannonades of the *Don Juan d'Autria* with much animation and brilliancy, and concluded with a triumphal march of marines. Altogether it is a masterpiece of composition.

## THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR NOVEMBER.

The following were the returns handed in:

Mr. R. L. Richardson	99	18	81
Mr. H. W. Robertson	99	18	81
Mr. J. H. T. McArthur	99	18	81
Capt. C. C. Burt	99	18	81
Mr. G. Stewart	99	18	81
Mr. C. Burt	99	18	81
Mr. E. P. Mackay	99	18	81
Capt. Langhorne	100	18	90
(15 entries)			
Mr. R. L. Richardson	99	18	81
Mr. J. H. T. McArthur	99	18	81
Mr. T. B. Forrest	99	18	81
Mr. G. Stewart	99	18	81
Mr. E. P. Mackay	99	18	81
(17 entries)			

## ALICE MEMORIAL AND NETHER-SOLD HOSPITALS.

The Hon. Treasurer of the Alice Memorial and Nether-Sold Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Yuet Fat Hong	\$25
Chui Loong Hong	5
Comptroller, Gilman & Co.	5
Hong Fung Hong	5
Hong Kuei Hong	5
Kat Cheong Hong	5
Kin Fat Hong	5
Kung Wo Hong	5
Ming Kee	5
Shing On Hong	5
Tung Hing Loong	5
Yuen Shing Hong	5
Under 35	20
	\$106

## POLICE COURT.

Tuesday, 6th November.

BEFORE MR. F. A. HAZELAND.

BURGLARY IN AN ENGINEERING SHOP.

Four youthful Chinamen, all boiler-makers, were brought up on a charge of burgling the premises of Ngai Sun and Company, engineers, Queen's Road East.

District watchman No. 10 stated that about half past one on Tuesday morning he saw three of the defendants enter the premises of the above mentioned company, leaving the fourth outside on guard. Witness immediately requisitioned the services of two comrades, and proceeded to the scene. The fourth man at once raised the alarm, and bolted. The men inside tried to escape, but were caught in Queen's Road by witness and the other watchmen and conveyed to the police station.

Sergeant Ritchie deposed that on being informed of the case he instituted enquiries regarding the fourth man, and found that he resided at Amoy, where he was arrested by witness a few hours after the occurrence. The news a few hours after the occurrence. The news a few hours after the occurrence. The news a few hours after the occurrence.

His Worship passed sentence of three weeks' hard labour on the three older men, and on the youngest, two weeks' hard labour and twelve strokes.

A FEROCIOUS DOG. A dog appeared in the witness box with his ankle bandaged and said he had been bitten by a ferocious dog.

The dog's owner, a European, said the animal was not ferocious, although he believed it had bitten the complainant. He had offered the man \$5 compensation to avoid trouble, but he refused to accept it.

His Worship—Are you still willing to give him \$5? Defendant—Yes, sir. His Worship—Well, take him outside and settle it.

THE TRIAD SOCIETY. Cheung On and Wang On were charged with being members of the Triad Society. They were arrested at midnight on Monday, when the police found in their possession a number of documents relating to the Society.

The case was adjourned for a week to permit of the translation of the documents.

GAMBLING CASE. Ngai Cheung, quilt maker, and Tsang Nam, fireman, furnished still further proof—if proof was needed—of the activity of the police in the suppression of gambling. They were charged with unlawfully keeping a gaming house in an unnumbered shed at Tai Hang village on the 5th inst.

Chinese P. S. 154 states that on Monday, at 8.15 p.m., he went to Lai Hang, and entering the shed already mentioned, found between ten and twenty men round a table, which were cards and money. All were gambling. He noticed the first defendant dealing out twenty-five cards in three lots. The police at this juncture entered, and arrested the two defendants, the others running away.

Inspector Ford gave evidence regarding the raiding of the house, and identified the prisoners.

Defendants pleaded not guilty, asserting that they were merely watching the game. First defendant was fined \$25 or a month's imprisonment, and the second \$15 or three weeks.

DEBTS AND DISORDER. A Scotchman named Daniel McGinnis, able seaman on the sailing ship *Dundee*, was fined \$3 or 14 days for having been drunk and disorderly on Praya Central on the 5th inst.

Herman Roemstorff, a German, and Gustav Bala, a Swede, were also charged with disorderly conduct whilst drunk. A similar penalty was inflicted.

Daniel Heywood, a Massachusetts man, was so drunk on Monday that the police had to look after him—service that cost him \$5, or the usual alternative.

STEALING RICE. Ho Min, a boatwoman, was charged—first, with being in unlawful possession of twenty-five bags of rice, valued at \$25, in Victoria Harbour on the 8th inst. and secondly with unlawfully plying her boat without a license on the same date.

Chinese P. C. 424 gave evidence regarding the finding of the rice and also concerning the second charge, after which His Worship passed sentences of \$25 or a month's hard labour on the first charge, and \$5 or seven days' hard labour on the second.

WATCH-SNATCHING AT WEST POINT. A Chinaman belonging to the looting class was sentenced to a term of imprisonment for watch-snatching at West Point. The owner of the watch was standing still star-gazing when he felt a hand beneath his coat and his watch was snatched, his chain being broken. He seized the thief and handed him over to the police.

THE CHARGE AGAINST A PRISON WARDEN. The charge against Prison Warden Borer for leaving his employment, as was alleged, contrary to the rules governing such subordinates, was further adjourned till Thursday, the accused being allowed out on bail. Mr. Wilkinson defended.

## SOUTH AFRICA AND CECIL RHODES.

A correspondent at Cape Town declares that Sir Gordon Sprigg is not strong enough for the situation, and that he can only be regarded as a stop-gap. Mr. Rhodes's star is shining steadily. He writes to the *Review of the Week*, "and he certainly stands far nearer the Premier's chair than he ever did in his life before. The moderate men are gradually coming round to the opinion that, as he is the only really strong personality the country possesses, he is also the only one who would rule in a way which would ultimately bring the two races together and unite them under one flag. Our correspondent continues—"I do not pretend that this opinion is the general one at the present moment, but I affirm that it is precisely today by far more people than it was a year ago."

These extracts of great value as showing what is thought in certain circles at Cape Town in the present transition stage of affairs in South Africa. We attach the more significance to the statements of our correspondent, says the *Review of the Week*, as he is in a position to be accurately informed as to all that goes on in political circles on the spot. There is, of course, no question as to the position of Sir Gordon Sprigg. His leadership is temporary and on sufferance, and he must give way before long to a stronger man. The question is who that stronger man will eventually prove to be. Apparently there is a growing conviction at Cape Town that it will only be Mr. Rhodes.

The Patience-Maclean & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent inventions. See *Chronicle* for particulars. The *Waverley Press*, 70, Queen's Road, East, Hong Kong, has the honor to announce that it has a golden color for sale at 1438-3.

## WHAT CHINA WANTS FROM THE WEST.

A remarkable letter appears in the *Daily Mail* from the Secretary of the Chinese Ambassadors in London. Mr. Chen is replying to an article on China by Mr. Julian Ralph, which appeared in the *Mail*. He says—

Mr. Ralph's article is devoted to what he calls the ignorance and superstition of the Chinese as a nation. He speaks of "a little breast-work of cement two or three feet long, and three or four inches high, with beer bottles stuck into it, and of other devices that are thought by him to be used for keeping away devils, spirits, &c. He further speaks of "a little brick structure" erected in front of our doors, which is also efficacious in "keeping away devils, &c." Many of the Roman Catholic Cathedrals that one finds in Europe and America cost at least £1,000,000 sterling. None of them are more effective in warding off devils than the simple little "fort" that the Chinaman is said to build on the top of his houses; which is only "three feet long and three or four inches high."

The writer goes on to say that the Chinese are just as good for keeping off devils as the largest bells ever erected in any town. If any one has any doubt of this, he would do well to ask a Chinaman to back the "beer bottles" against the bells. Then again, the writer speaks of the "little brick structure" erected in front of our doors, which is also efficacious in "keeping away devils, &c." Many of the Roman Catholic Cathedrals that one finds in Europe and America cost at least £1,000,000 sterling. None of them are more effective in warding off devils than the simple little "fort" that the Chinaman is said to build on the top of his houses; which is only "three feet long and three or four inches high."

The writer goes on to say that the Chinese are just as good for keeping off devils as the largest bells ever erected in any town. If any one has any doubt of this, he would do well to ask a Chinaman to back the "beer bottles" against the bells. Then again, the writer speaks of the "little brick structure" erected in front of our doors, which is also efficacious in "keeping away devils, &c." Many of the Roman Catholic Cathedrals that one finds in Europe and America cost at least £1,000,000 sterling. None of them are more effective in warding off devils than the simple little "fort" that the Chinaman is said to build on the top of his houses; which is only "three feet long and three or four inches high."

What we require in China is scientific men—men educated in some of the concrete sciences that we do not understand ourselves in the same extent that they do not understand us in England. We do not object to your doctors. We do not object to your engineers. Neither do we object to any of your scientific men, so long as they do not interfere with our existing institutions. The whole cause of the present trouble in China is because we have among us an ignorant and superstitious class of people—Buddhists who have a religion almost identical with the Christian religion, and who are very jealous of others who are bringing in what they consider a competing faith. They feel exactly the same as people would here and attempt to supplant the Catholics and Protestants. But what Europeans as Chinese more than anything else is the immunity which the so-called converts have from the action of the law in their own country. Suppose a Chinese priest should come to England, and it should be known that every burglar, pick-pocket, and thief by becoming a Buddhist would become exempt from arrest by the police. Suppose that the introduction of a new faith into England should give the criminal classes license to ply their trade in London with complete impunity from the action of the law. Would the English people submit to such a state of affairs? And who is to blame for this? It is true of all other nations. Why, then, should we Chinese have an exception to the rule? Our civilization is the oldest in the world; it enables more men to live on a square mile of ground in comfort than any other civilization ever evolved. Before the missionaries visited our country there was much less crime in proportion to the population than even in Protestant Prussia, which is regarded as the most moral of European countries. Our kind of civilization may differ from that of Europe, but it suits us better. We do not care to throw it over unless something better can be produced, something that is really better than "fived from our own standpoint." It will be quite impossible to have peace in China so long as foreign missionaries are allowed to interfere with the institutions of the country, and no Government at Peking can be strong enough to protect unpopular missionaries throughout vast an empire.

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## NEW ADVERTISEMENTS

## GOVERNMENT NOTIFICATION.

Information has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place TO-DAY and TO-MORROW, the 7th and 8th November, 1900, from Belchers in North-Westerly direction, commencing each day about 9 A.M.

All Ships, Junks and other Vessels are cautioned to keep clear of the ranges. The Inhabitants of the Houses near Belchers are warned to keep their glass windows open during the Practice, and all people working in the vicinity of Belchers Battery are also warned to keep clear of that part which will be indicated by Gunners placed on sentry for the purpose.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 5th November, 1900. [2829]

## GOVERNMENT BILLS.

**TENDERS FOR SPECIE, MEXICAN DOLLARS**, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-MORROW (THURSDAY), the 8th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sums will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN,  
Colonial Secretary's Office,  
Queen's Road,  
Hongkong, 6th November, 1900. [2828]

## YAU LOONG

DEALER IN  
JEWELLERY, SILKS, IVORIES AND  
EXPORTERS OF CHINESE GOODS OF  
ALL KINDS, &c., &c.  
No. 39, QUEEN'S ROAD CENTRAL,  
Hongkong, 6th November, 1900. [2827]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY,  
the 9th November, at 2.30 P.M., at their Sales  
Rooms, 100 House Street,  
SUNDRY HOUSEHOLD FURNITURE,  
Comprising:—

Double and Single IRON BEDSTEADS,  
MARBLE TOP WASHSTANDS, MIRRORS,  
VIENNA CHAIRS, SHANGHAI  
HAT BATHS, TEAKWOOD HATSTAND,  
DRESSING TABLE, BLACKWOOD  
WARE, TEAKWOOD WARDROBES WITH  
GLASS, CLOCKS, COOKING STOVES,  
CARPETS, &c.

Also  
One COMBINATION IRON SAFE, by  
VERSTAHN, Paris.

And  
One MODEL of SAILING SHIP (Full  
Rigged).

One STEAM PINNACE, 12 feet long, and  
One FOWLING PIECE.

Terms:—As Usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 7th November, 1900. [2832]

## PUBLIC AUCTION.

THE Undersigned will Sell by Public  
Auction  
on  
MONDAY,  
the 12th November, 1900, at 2.30 P.M. at his  
Sales Rooms, Duddell Street,  
A QUANTITY OF  
HOUSEHOLD FURNITURE  
of every Description  
and A GRAND PIANO.  
(Full particulars can be seen from Catalogue).  
On View from Saturday, the 10th November.  
Catalogues will be issued.

Terms:—As Customary.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 7th November, 1900. [2833]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND  
TAMSAI.

THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the  
above ports TO-MORROW, the 8th inst., at  
DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LA FRAIK & CO.,  
General Managers.

Hongkong, 6th November, 1900. [2825]

THE RUSSIAN EAST ASIATIC  
COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND  
COPENHAGEN VIA BANGKOK.

THE Company's Steamship

"CATHAY"

will be despatched as above on FRIDAY, the  
9th inst.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 7th November, 1900. [2830]

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE"

Captain A. Rainey, will be despatched as  
above on SATURDAY, the 10th inst., at 5 P.M.

The attention of Passengers is directed to  
the excellent accommodation provided by this  
Steamer. She is fitted throughout with the  
Electric Light.

A doctor is carried.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 6th November, 1900. [2826]

## NEW ADVERTISEMENT

## LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.  
Booking Cargo for OVERLAND POINTS.  
THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 27th inst.

For Freight, apply to  
T. M. STEVENS & CO.,  
Agents.

Hongkong, 7th November, 1900. [2831]

## AUCTIONS

## GOVERNMENT NOTIFICATION.

No. 541.

THE following Particulars and Conditions of  
Sale of CROWN LAND by PUBLIC  
AUCTION, to be held at the Office of the  
Public Works Department, on MONDAY,  
the 12th day of NOVEMBER, 1900, at 3 P.M., are  
published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by  
Public Auction, to be held on MONDAY,  
the 12th day of NOVEMBER, 1900,  
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By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
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## PUBLIC COMPANIES

## HONGKONG ELECTRIC COMPANY, LIMITED.

## NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$2.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900. Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th September, 1900. [2534]

THE HONGKONG COTTON SPINNING,  
WEAVING, AND DYING COMPANY,  
LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
21 Zealand Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE

## WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

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Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

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THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aera-  
tized Waters, Dealers in Photography  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

## DENTISTS

WONG HONG,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.

WILLIAM WHITLEY, Manager.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIPSON, LD.,  
8 and 10 D'Aguiar Street.  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture. Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silversmith, Silk Dresser, Crêpe  
Shawls, Ivory Lacquered Fans,  
Curtains, Bridles, Horses Hair, Fea-  
thers, 83, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

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WOODS & CO.,  
Doddell Street, Agents for American and  
European Export Houses.

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A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c., Ice House Street.

E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment, Works, Amateurs' Requisites.

M. MUMBYA, JAPANESE ARTIST,  
Bromide and Cyanotype Enlargements, Work  
done for Amateurs, 8a, Queen's Road, CL

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Avenue, Queen's Road CL, also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishman.

## SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, CL.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineers, Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

B. HAUGHTON & CO.,  
Naval, Military and Civil, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 55, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25,  
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KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connacht House, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Lecky Street East, AGENTS FOR  
W. KENNEDY & CO., 37, Calle San  
Jesús, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road,  
and Calle Aduana, Manila.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD, "DOCK," NAGASAKI.  
A.I., A.B.C., Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 360 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 63 "  
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## NOTICE

THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press and the  
Chronicle and Directory for China, Japan,  
&c. at Messrs. and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.

A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2537]

## NOTICE OF REMOVAL

THE OFFICE of the  
HONGKONG DAILY PRESS,  
CHUNG NGOI SAN PO,  
CHRONICLE & DIRECTORY,  
have this day been removed to  
14, Des Vaux Road Central.  
Entrances, East Lane, recently Messrs.  
Wank & Co.'s Office, behind Motera Showan.  
Messrs. Wank & Co.'s premises at Hongkong  
Hongkong 1st May, 1900.

[Published by Special Arrangement.]  
IN WHITE RAIMENT.BY  
WILLIAM LE QUERUX.

Author of "Whose Fiancée a Wife," "Purple  
and Fine Lines," "The Day of Temptation,"  
"Of Royal Blood," &c. &c.

## [COPYRIGHT.]

## CHAPTER XXIII.

## A COUNTER-FLOT.

"I have no knowledge yet of who the woman  
is," responded Hoefler in answer to my question.  
"I only know that her name is La Gioia. But  
you are aware of her identity, it seems."

"No," I told myself I only knew her name.  
He glanced at me rather curiously through  
his big spectacles, and I knew that he doubted  
my words. I pressed him to explain by what  
means he had made the discovery, but his an-  
swers were ambiguous. In brief, he believed  
that I knew more than I really did, and there-  
fore declined to tell me anything. He was ex-  
tremely eccentric, this queer old dabbler in the  
occult, and I well knew that having once ad-  
opted a plan in the pursuit of an inquiry no power  
on earth would induce him to deviate from it.

Fully an hour I remained in that atmosphere  
of poisonous fumes, watching a further but  
futile analysis that he made, and afterwards took  
leave of him.

I went back to Baywater, wrote a letter of  
resignation to the doctor who had employed me,  
and then went forth again upon my round of  
visits. The practice was large and scattered,  
and several cases were critical ones, therefore it  
was not until nearly eight o'clock that I returned  
again, fagged and hungry, only to find the  
waiting-room filled with club patients and others.

The irregularity of meals is one of the chief  
discomforts of a busy doctor's life. I snatched  
a few moments to swallow my soup, and then  
entered the surgery and sat there until past  
nine ere I could commence dinner.

Then over my coffee and a pipe I sat at ease,  
thinking over the many occurrences of the day.  
Truly it had been an eventful one, the turning-  
point of my life. I had telegraphed to my  
mother telling her of my good fortune, and in  
response had received a word of congratulation.  
One of the chief gratifications which the thou-  
sand pounds had brought to me was the fact  
that for a year or so she would not feel the  
absolute pinch of poverty as she had done  
through so long past.

"And I was invited to Atworth! I should  
there have an opportunity of being always at  
the side of the woman I loved so madly, and  
perhaps be enabled to penetrate the veil of  
mystery with which she was surrounded. I was  
suspicious of the baronet's wife—suspicious  
because she had made her call upon me under  
such curious circumstances. How did she  
know me, and for what reason had she  
sought my acquaintance?"

She had endeavored to flirt with me. Fought!  
Her beauty, her smartness, and her clever  
woman's wiles might have turned the heads of the  
majority of men. But I loved Beryl. And she  
was mine—mine!

Reader, I have taken you entirely into my  
confidence, and I am laying bare to you my  
secret. Need I tell you how maddening the  
origins had now become; how near I always  
seemed to some solution, and yet how far off  
was the truth! Place yourself in my position  
for a single moment—adoring the woman who,  
although she was actually my wife, was yet  
ignorant of the fact. And I dare not tell her  
the truth lest she might hold me, in suspicion  
as one of those who had conspired against her.

So far from the problem being solved, each day  
rendered it more intricate and more inscrutable,  
until the central point upon my mind de-  
volved to me to despair. My fear was for Beryl's  
personal safety. The major and his associates had  
already shown themselves perfect artists in  
crime, therefore, to be armed against them was  
imperative. But in Wiltshire, living beside  
her, I would be enabled to watch over and pro-  
tect her. Hence my anxiety for the days to pass  
in order that I might journey down to Atworth.

At last, on a close overcast afternoon in the  
middle of September, when the hot sun seemed  
unable to penetrate the heavy veil of London  
smoke and the air was suffocating, I left  
Paddington, and in due course found myself  
upon the platform of the railway station, of  
Cornham, close to the entrance to the Box  
tunnel, with Sir Henry and his wife awaiting me.

The former was a tall, smart-looking,  
elderly man, with grey hair, and a well-  
trimmed grey beard, who, on our introduction,  
greeted me most cordially, expressing a hope  
that I should have "a good time" with them.  
I liked him at once; his face was open and  
honest, and his hand grip was sincere.

We mounted the smart dog-cart, and leaving  
my baggage to the servant, drove out into the  
high road, which ran over the hills looming  
purple in the golden haze to Towbridge.  
Five miles through that picturesque country  
district, one of the fairest in England, skirting  
the Monk's Park, crossing the old Roman road  
between Bath and London, and having ascended  
the ridge of the steep Cornham Side, we  
descended again through the little old-  
fashioned village of Atworth by a road which  
brought us at last to the lodge of the Hall.

Then, entering the drive, we drove up to the  
fine old tudor mansion, low and comfortable-  
looking, with its long facade almost overgrown  
with ivy. One of "the stately homes of  
England," it stood somewhat apart from the  
whole range of the Wiltshire hills, the trees  
and park now bathed in the violet of the after-  
glow.

From the great hall the guests came forth to  
meet us in old English welcome, and as I de-  
scended Beryl herself, fresh in a pink cotton  
house and short cycling skirt, was the first to  
take my hand.

"At last, Doctor Colkirk!" she cried. "We're  
all awfully delighted to see you."

Our eyes met, and I saw in hers a look of  
genuine welcome.

"You are very kind," I answered. "The  
pleasure is, I assure you, quite mutual."

Then my host introduced me to all the others.  
The house, built in the form of a square with  
a large courtyard in the centre, was much larger  
than it appeared from the exterior. The hall,  
filled as it was with curios and trophies of the  
chase—for the baronet was a keen sportsman,  
and his wife, too, was an excellent shot—formed  
a comfortable lounge. Both had travelled a  
great deal in India and the East, and most  
of the objects there had been acquired during  
their visits to the colonies. The room assigned  
to me was a bright, pleasant one, clean, with  
a few choice pictures, while from the window  
I could see across the lawn and thence down  
beyond, away over the winding Avon to the  
dazzling hills. Charming was the view, while  
the flower-scented air, after sitting in London and  
the stuffiness of sick-rooms, was to me deli-  
cious.

At dinner I was placed next my hostess, with  
Beryl on my left. The latter wore a striking  
gown of turquoise blue which, set low at the  
neck, suited her admirably. Her wonderful  
gold-brown hair had evidently been arranged by  
a practiced servant, and I turned to her before-  
hand, I saw at her throat an object

which caused me to start in surprise. Suspended  
by a thin gold chain around her neck was a  
small ornament in disguise, an exact replica of  
that curious little charm, shaped like a note of  
interrogation, which I had taken from her on the  
fatal night of our marriage—while I wore  
around my own neck, at that moment. As  
I looked it sparkled and flashed with a thousand  
brilliant fires. Could that strange little device  
convey any hidden meaning? It was curious  
that, having lost one, she should wear another  
exactly similar.

We sat down together chatting merrily. The  
baronet's wife was in black lace, her white throat  
and arms gleaming through the transparency,  
while her corsage was relieved by crimson carna-  
tions. Around the table, too, were several other  
striking dresses, for the majority of the guests  
were young, and the house party was a decided  
bygone one. The meal, too, was served with a  
stateliness that characterized everything in the  
household of the Pierpoint-Lanes.

I watched my hostess, carefully, and saw by her  
slightly flushed cheeks that my arrival gave her  
the utmost satisfaction. At table, before the  
others, I was unable to refer to the uneasy  
affair at Gloucester Square, therefore, our con-  
versation was of frivolous trifles—the  
heat in town, and the slowness and unpunctual-  
ity of the trains.

It was in the drawing-room afterwards, when  
gathered sitting together, that I inquired if she  
had entirely recovered.

"Oh, entirely," she replied. "It was extra-  
ordinary, was it not? Do you know whether  
Doctor Hoefler has visited the house again?"

"I don't know," I responded. "He's so very  
secret in all his doings. He will tell me noth-  
ing—save one thing."

"One thing? What is that?"  
"He has discovered the identity of your visit-  
or in black."

"Who was she?" he cried, quickly. "Who was  
she?"

"A woman, whom he called by a curious  
foreign name," I said, watching her face the  
while. "I think he said she was known among  
her intimates as La Gioia."

The light died in an instant from her face.  
"La Gioia!" she gasped, her breast rising  
quickly. "And he knows her?"

"I presume that as a result of his inquiries,  
he has made this discovery. His shrewdness  
is something marvellous. He has succeeded in  
many cases where the cleverest detectives have  
utterly failed."

"Can he have found her?" she went  
on, greatly agitated by my statement.

"I have no idea. I only tell you this, just as  
he made the announcement to me—without any  
explanation."

"She was silent, her eyes downcast. The orna-  
ment at her throat caught the light and glit-  
tered. My words had utterly upset her."

"I must tell Nora," she said, briefly, at last.  
But I presume that you know this person  
called La Gioia?" I remarked.

"Know her?" she gasped, looking up at me  
quickly. "Know her? How should I know her?"

"Because she visited you as messenger from  
this friend, whose name you refused to tell me."

"I did not know," she was, she declared  
wildly. "I cannot think that it was actually  
that woman."

"I have never met her," she declared in a  
hard voice. "I do not believe she was actually  
that woman."

"I have merely told you Hoefler's statement,"  
I answered. "I do not know who or what she  
is. The name sounds as though she were an  
actress."

"Did he tell you nothing else?" she  
demanded. "Not another word beyond what  
you have already said?"

"He only told me that he had discovered her  
identity."

"It has not found out her motive in visiting  
me?" she cried quickly.

"Not yet—so far as I am aware." That she desired  
to preserve the secret of this woman whom she  
feared was plain, but for what reason it was  
impossible to guess. Indeed, from her attitude  
it seemed very much as though she were actually  
unaware that her visitor and La Gioia were one  
and the same person. I saw by the twitching  
of her lips that she was nervous, and knew that  
she now regarded allowing Hoefler to prosecute  
his inquiries into the curious phenomenon.

That she should be thus disturbed by me, and  
I was angry with myself for having ap-  
proached the unwelcome subject. Why should  
I not remain there beside her during my visit  
and seek to tranquillize her rather than to upset  
her thus? I had come there to protect her  
from any evil that might lurk in her path.  
My place was there to comfort her, and if  
possible to render her bright and happy. Was  
she not my wife?

And as I sat there with her, feasting my eyes  
upon her beauty, I thought it all over,  
and arrived at the conclusion that to discover  
the truth I must remain patient and watchful,  
and never for a single instant show my hand.

I was suspicious of the baronet's wife, and  
regarded her rather as an enemy than as a  
friend. She had forced herself upon me with  
some ulterior motive, which although not yet  
apparent, would, I felt confident, be some day  
revealed.

Fortunately at that moment a smart woman  
in green went to the piano, and commenced to  
play the overture from Adams' "Pompée de  
Ninive," rendering silence imperative.  
And afterwards, at my suggestion, we rose  
and strolled along to the billiard room, where  
we joined a party playing pool. She handled  
her cue quite cleverly for a woman, and was  
frequently applauded for her strokes.

Of the agitation caused by my words not a  
single trace now remained. She was so gay,  
merry and reckless as the others; indeed, she  
struck me as the very soul of the whole party.  
There was a smartness about her, without that  
annoying air of mannishness which has alas,  
developed among girls nowadays, and all that  
she did was full of that graceful sweetness so  
typically English.

The billiard-room echoed with laughter again  
and again, for the game proved an exciting one.

and the men of the party were, of course, salient  
to the ladies in their play. There was a careless  
freedom in it all that was most enjoyable. The  
baronet was altogether an excellent fellow, eager  
to amuse everybody. What I wondered, would  
he say, if he knew of the vagaries of his smart  
wife—namely, that instead of visiting her rela-  
tive she had run up to London for some purpose  
unknown. One fact was plain to me before I  
had been an hour in his house. He allowed her  
absolute and complete liberty.

We chatted together, sipping our whiskeys  
between our turns at the game, and I found him  
a true type of the courteous, easy-going Eng-  
lish gentleman. I cannot even to-day tell what  
had prejudiced me against his wife, but some-  
how I did not like her. My distrust was a  
vague, undefined one, and I could not account  
for it.

She was eager to entertain me it was true,  
anxious for my comfort, merry, full of smart  
sayings, and altogether a clever and tactful  
hostess. Nevertheless, I could not get away from  
the distinct feeling that I had been invited there  
with some ulterior motive.

The thought was a curious one, and it trou-  
bled me not only that evening, but far into the  
silent night, as I lay awake striving to form  
some theory, but ever in vain.

Of one thing alone I felt absolutely assured.  
I am quick to distinguish the smallest signs,  
and I had not failed to become impressed by the  
truth I had read in her eyes that night.

She was not sincere. She was plotting  
against me.

I knew it, and regretted that I had accepted  
her invitation.

(To be continued.)

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Hongkong, 15th October, 1900. [2682]

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Hongkong, 22nd September, 1900. [1213]

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 10th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	CANTON	Jap. str.	—	Jackson	BUTTERFIELD & SWIRE	On or about 29th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	O.F. Lockstone, R.N.R.	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	—	Gregory	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, HAMBURG & COPENHAGEN, VIA B'KOR	CATHAY	Brit. str.	—	H. Blecker	MELCHERS & CO.	On 9th inst.
MARSEILLES, HAMBURG & ANTWERP, V. S'PORE, &c.	HAKATA MARU	Jap. str.	—	E. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
MARSEILLES, &c., VIA PORT OF CALL	TOKIN	Brit. str.	—	Vaquier	MELCHERS & CO.	On 18th inst. at 1 P.M.
HAYRE, BREMEN & HAMBURG V. COLOMBO.	SUEVIA	Ger. str.	—	Forok	CARLOWITZ & CO.	On 18th inst.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	Jensen	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAYRE & HAMBURG	SAMBIA	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL	GLENGARRY	Brit. str.	—	F. Gedyo	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	—	O.P. Marshall, R.N.R.	DODWELL & CO. LIMITED	On 25th inst.
VANCOUVER, VIA SHANGHAI &c.	TACOMA	Jap. str.	—	W. Watt	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	RIOTUS MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 24th inst. at 4 P.M.
PORTLAND, OREGON VIA SHANGHAI &c.	MILOS	Ger. str.	—	T. M. Stevens & Co.	PACIFIC MAIL S.S. CO.	On or about 27th inst.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	U. & O. S. S. Co.	PACIFIC MAIL S.S. CO.	On 8th inst. at Daylight.
SAN FRANCISCO VIA AMOY, &c.	COPTIC	Brit. str.	—	Toto Kisen Kaisha	BUTTERFIELD & SWIRE	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	Butterfield & Swire	GIBB, LIVINGSTON & CO.	On 20th inst.
SAN DIEGO, &c., VIA SHANGHAI &c.	CARLEISLE CITY	Brit. str.	—	Butterfield & Swire	NIPPON YUSEN KAISHA	On 9th inst. at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Ellis	Butterfield & Swire	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Jap. str.	—	E. W. Haswell	Butterfield & Swire	On 24th inst. at 4 P.M.
YOKOHAMA & KOBÉ	KABUKI MARU	Jap. str.	—	Williams	Butterfield & Swire	On or about 30th inst.
YOKOHAMA, VIA NAGASAKI & KOBÉ	CHANGTU	Brit. str.	—	G. K. Wright	McGregor Bros. & Co.	Today, at 4 P.M.
KOBÉ & YOKOHAMA	GLENGARRY	Brit. str.	—	Warner	NIPPON YUSEN KAISHA	On 9th inst. at Daylight.
SHANGHAI	KANAKURA MARU	Jap. str.	—	H. Peterson	SHENSHEN & CO.	Today, at 4 P.M.
SHANGHAI	LYEEMOON	Ger. str.	—	G. H. Hermann	BUTTERFIELD & SWIRE	Today.
SHANGHAI	SHANSHI	Brit. str.	—	L. M. Wilmer	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	SORBAON	Brit. str.	—	Hodgins	DOUGLAS LAFRAIK & CO.	On or about 10th inst.
SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	—	T. Ogata	DOUGLAS LAFRAIK & CO.	On 11th inst. at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	K. Suzuki	DOUGLAS LAFRAIK & CO.	Today.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	Today.
MANILA	SURUGI MARU	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	A. Ramsay	SHENSHEN & CO.	On 10th inst. at 5 P.M.
MANILA VIA AMOY	PAY	Ger. str.	—	Damster	MELCHERS & CO.	Quick despatch.
HAIPHONG	HAIRONG	Brit. str.	—	Bathurst	DOUGLAS LAFRAIK & CO.	Today, at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	CHELYDRA	Brit. str.	—	Davis	JARDINE, MATHESON & CO.	On 9th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGNO	Ital. str.	—	Maganzini	CARLOWITZ & CO.	On 10th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KANOSHIMA MARU	Jap. str.	—	R. Nuno	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
Nov. 5, MICHAEL JENSEN, German str., 710, Jansen, Newchwang 30th October, Ballast.  
—JENSEN & CO.  
Nov. 5, HANOT, French str., 749, Panuier, Haiphong 2nd November and Holbow 4th, General. —A. R. MARY.  
Nov. 6, DUCIMA, German str., 794, C. Christensen, Saigon 29th October, Rice and Flour.  
—CHINESE.  
Nov. 6, HINSHU, British str., 1358, Sleeman, Canton 24th November, General. —CHINESE.  
Nov. 6, LYEMOON, German str., 1238, Heuermann, Canton 5th November, General. —SIEMSEN & CO.  
Nov. 6, CLAM, British steamer, 2311, Evans, Penang 23rd Oct. and Singapore 26th, Kerosine. —ARNHOLD, KARNIK & CO.  
Nov. 6, FORMOSA, British steamer, 674, A. E. Hodgins, Tamsui 2nd Nov. Amoy 4th and Swatow 5th, General. —DOUGLAS LAFRAIK & CO.  
Nov. 6, HOHMA, French str., 599, Morless, Pukhoi and Hailow 5th Nov., General. —A. R. MARY.  
Nov. 6, TAIWAN, British str., 1109, Harder, Swatow 5th Nov., General. —BUTTERFIELD & SWIRE.  
Nov. 6, THOR, Norwegian str., 4119, H. Wold, Kutchinotzu 31st October, Coal. —MITSUI BUSSAN KAISHA.  
Nov. 6, CASSIUS, German str., 1457, Gerlach, Colombo 19th Oct., Firewood and Cattle. —ORDER.  
Nov. 6, PAX, Belgian str., 1207, E. Damster, Manila 3rd Nov., General. —MELCHERS & CO.  
Nov. 6, TAILER, German str., 828, Calender, Swatow 5th Nov., Ballast. —MEYER & CO.  
Nov. 6, PAVAN, British transport, 2021, Parsons, Tamsui 30th October.  
Nov. 6, COXETER, French gunboat, 473, De Vaisseau, Lorient, from Canton.

## CLEARANCES.

At the Harbour Master's Office, 6th November.  
Topgallant, for Port Townsend.  
Cassius, German str., for Bangkok.  
Choset, German str., for Canton.  
Belgian King, British str., for Nagasaki.  
Arlha, French str., for Hailow.  
Taiwan, British str., for Canton.

## DEPARTURES.

Nov. 6, CLARA, German str., for Hailow.  
Nov. 6, KACHIDATE MARU, Jap. str., for Moji.  
Nov. 6, SAKURA, German str., for Hamburg.  
Nov. 6, MILOS, German str., for Shanghai.  
Nov. 6, ANNAN, French str., for Canton.  
Nov. 6, CHOSANG, British str., for Canton.  
Nov. 6, DULGAN KING, Brit. str., for Nagasaki.  
Nov. 6, HALLAN, French str., for Hailow.  
Nov. 6, TAIWAN, British str., for Canton.  
Nov. 6, DESCARTES, French cruiser, for Saigon.

## VESSELS IN DOCK.

ANDRESEN DOCKS.—Topgallant.  
KOWLOON DOCKS.—U.S.S. Monterey, Don Juan de Austria, Altamara, Chingta, H.M.S. Janus, Heungshen, Monahua, Tartar, Amigo, H.M.S. Sandpiper.  
COSMOPOLITAN DOCK.—Stanfield, Changsha, Forest Dale.

## SHIPPING REPORTS.

The Norwegian steamer *Tiger*, from Kutchinotzu 31st Oct., had strong N.E. wind and hazy weather.  
The British steamer *Taiwan*, from Swatow 5th Nov., experienced light N.E. winds and clear weather with smooth sea to port.  
The German steamer *Taiwan*, from Swatow 5th Nov., had a typhoon on the 1st Nov., between Manila and Paracels, lost mainmast, boat, gangway, &c.  
The British steamer *Formosa*, from Tamsui 2nd Nov. Amoy 4th and Swatow 5th, had fresh gale and high sea to Amoy. From Amoy, from Swatow moderate breeze and fine weather. From Swatow to port moderate N.E. wind and fine weather.  
Vessels in Amoy.—H.M.S. Isis, Jap. cruiser *Isuzu*, str. *Emerald*, *Lola*, and *Shanai*. In Swatow.—Strs. *Chafoo*, *Canton*, *Taiwan*, *Kinkiang*, *Wonghai* and German cruiser *Bussard*.

## VESSELS ON THE BERTH.

## NOTICE TO SHIPPERS.

## FOR MANILA VIA AMOY.

THE Company's Steamship  
ANTENOR.  
Captain Jackson will be despatched as above on TUESDAY, the 11th December.  
For Freight, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 5th November, 1900. [2907]

## VESSELS ON THE BERTH.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

THE Company's Steamship  
"HAILONG."  
Captain Bathurst, will be despatched for the above port TO-DAY, the 7th inst. at 2 P.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 7th November, 1900. [2813]

## "GLEN" LINE OF STEAMERS.

## FOR KOBÉ AND YOKOHAMA.

## THE Company's Steamship

"GLENARTNEY."  
Captain Warner, will be despatched as above TO-DAY, the 7th November at 4 P.M.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW,  
Agents.  
Hongkong, 5th November, 1900. [2812]

## FOR SHANGHAI.

## THE Steamship

## "LYEEMOON."

Captain G. Heuermann, will be despatched for the above port TO-DAY, the 7th inst. at 4 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 2nd November, 1900. [2798]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 7th November.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 25th October, 1900. [2524]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

## THE Company's Steamship

"SHANSHI."  
Captain Carnaghan, will be despatched as above TO-DAY, the 7th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th November, 1900. [2905]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"SUNGKIANG."  
Captain Moore, will be despatched as above TO-MORROW, the 8th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st November, 1900. [2791]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

"CHELYDRA."  
Captain Davis, will be despatched as above on FRIDAY, the 9th inst. at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 3rd November, 1900. [2789]

## RENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 10th	See Special Advertisement.
	C. D. Bennett, R.N.R.	Noon	
SHANGHAI	SORBAON	About 10th	Freight or Passage.
	L. M. Wilmer, R.N.R.	Noon	
LONDON	CANTON	About 29th	Freight or Passage.
	O.F. Lockstone, R.N.R.	Noon	
YOKOHAMA VIA NA- GASAKI & KOBÉ	JAPAN	About 30th	(Passing through the Inland Sea). Freight or Passage.
	G. K. Wright	Noon	

## PASSENGER SEASON, 1901.

s.s. PLASSY	7,240 tons	March 30th	MARSEILLES AND LONDON DIRECT.
s.s. SOBEAON	7,382 tons	April 27th	Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL

Acting Superintendent.

Hongkong, 5th November, 1900.

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

## NORDEUTSCHER LLOYD

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE, BREMEN, HAMBURG (VIA COLOMBO)	On 19th November.
Capt. Forck	(London with transhipment in Hamburg)	Freight.
AMBRIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 6th December.
Capt. A. Wagner	(London with transhipment in Hamburg)	Freight.
ARAGONIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 20th December.
Capt. Forck	(London with transhipment in Hamburg)	Freight.
WITTENBERG	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 30th December.
Capt. Hempel	(London with transhipment in Hamburg)	Freight.
SAMBIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 8th January.
Capt. Schmidt	(London with transhipment in Hamburg)	Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ &amp; CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Hongkong, 11th October, 1900.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAKURA MARU	KOBÉ AND YOKOHAMA	FRIDAY, 9th Nov. at DAYLIGHT.
H. Peterson		
KASOHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov. at Noon.
R. Nuno		
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Nov. at DAYLIGHT.
E. L. Sommer		
KASUGA MARU	SYDNEY, MELBOURNE, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Nov. at 4 P.M.
E. W. Haswell		
RIOTUS MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SATURDAY, 24th Nov. at 4 P.M.
J. W. Ekstrand		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,

Manager.

Hongkong, 30th October, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900.

"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec. 1900.

"EMPEROR OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 10th Jan. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder Street.

Hongkong, 25th October, 1900.

[9]

## IMPERIAL GERMAN MAIL LINE.

## NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON to land Passengers and Luggage.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

WEDNESDAY

SAILING DATES.

BAYERN 14th November. |STUTTGART 25th November. |KONIG ALBERT 25th November. |PRINZ HEINRICH 14th December. |PRINZESS IRENE 9th January, 1901. |PREUSSEN 28th January, 1901. |HAMBURG (Hamburg-Amerika Linie) 6th February, 1901. |SACHSEN 20th February, 1901. |KIAUTSCHOU (Hamburg-Amerika Linie) 6th March, 1901. |

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN," of the NORDEUTSCHER LLOYD, Captain H. Blecker, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 12th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.



VESSELS ON THE BERTH  
U.S. MAIL LINE.PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	THURSDAY, Nov. 8, at DAYLIGHT.
CITY OF PERKIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Dec. 4, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, In- land Sea, Yokohama, and Honolulu)	THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

CITIZENS holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

HONGKONG, 15th October, 1900. [3]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR MANILA  
THE Company's Steamship

"CHANGSHIA."  
Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHANGSHIA."  
Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 25th October, 1900. [2588]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"AGAMEMNON."  
Captain Nish, will be despatched as above on TUESDAY, the 13th November.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 3rd October, 1900. [2569]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"HILGLEN."  
will be despatched for the above port on or about the 20th November, 1900.  
For Freight, apply to DODWELL & CO. LD., Agents.

HONGKONG, 25th October, 1900. [2410]

VESSELS ON THE BERTH  
CHINA NAVIGATION COMPANY,  
LIMITED.FOR YOKOHAMA AND KOBÉ  
THE Company's SteamshipVIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINGTU." Captain Williams, will be despatched as above on SATURDAY, the 10th November. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.	HONGKONG, 25th October, 1900. [2735]
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.	

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

## THE Company's Steamship

"CHUSAN."  
Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. HANSELL,  
Acting Superintendent.

HONGKONG, 29th October, 1900. [1]

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATINO UNITED  
COMPANIES).STEAM FOR SINGAPORE, PENANG  
AND BOMBAY.

Having connection with Company's Mail Steamers to ALEX, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN AND SOUTH AMERICAN PORTS up to GALIAT.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BISAGNO."  
Captain Magazzini, will be despatched as above on SATURDAY, the 10th November, at NOON.

At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

HONGKONG, 31st October, 1900. [15]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR SWATOW, AMOY, AND  
TAMSU.

## THE Company's Steamship

"MAIZUO MARU."  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

HONGKONG, 5th November, 1900. [15]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargoes AUSTRALIA, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"EASTERN."  
Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

HONGKONG, 29th October, 1900. [2769]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
&c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M. the Company's Steamship "TOKIN," Captain Vauquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX,  
Agent.

HONGKONG, 9th November, 1900. [3]

VESSELS ON THE BERTH  
OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES.MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Nov. 17, at NOON.
GARIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Dec. 11, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

HONGKONG, 24th October, 1900. [14]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

HONGKONG, 1st November, 1900. [5]

VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.  
(TAKING CARGO AT LONDON RATES.)  
THE Company's Steamship

"TANTALUS."

Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
HONGKONG, 12th October, 1900. [2846]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHEFSON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov.  
3,002 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 5th October, 1900. [14]

FOR NEW YORK.  
THE Company's Steamship

"GLENHARRY."  
Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

HONGKONG, 26th October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"AJAX."  
Captain Butt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

HONGKONG, 18th October, 1900. [2688]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in the Hongkong Harbour:

SEA OF MARY, American ship, Colcord.—Standard Oil Co.

HONGKONG.

Akashi Maru, Jap. str., 974, Suzuki, Nov. 3, M. B. Kaisha.

Amigo, German str., 771, Bendixen, Nov. 1, Jensen & Co.

Anping Maru, Jap. str., 1,058, Atami, Nov. 3, Mitsui Bussan Kaisha.

Cassini, German str., 1,457, Gerlach, Nov. 6, Order.

Cathay, Russian steamer, 3,571, Jensen, Nov. 2, Melchers & Co.

Changsha, British str., 1,463, Moore, Oct. 22, Butterfield & Swire.

Chelyabinsk, British str., 1,574, Davies, Nov. 2, Jardine, Matheson & Co.

Chingto, British str., 2,360, Williams, Oct. 17, Butterfield & Swire.

Chowlat, German str., 1,115, Morris, Oct. 30, Butterfield & Swire.

Chunyang, British str., 1,418, Muir, Nov. 1, Jardine, Matheson & Co.

Clwahan, British str., 1,282, Messer, Nov. 3, Bradley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2, P. M. S. S. Co.

Clm, British steamer, 2,311, Evans, Nov. 6, Arnold, Kurborg & Co.

Decima, German str., 794, Christiansen, Nov. 6, Chinese.

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, British str., 2,215, Cripey, Nov. 5, Brandao & Co.

Formosa, British str., 674, Hodgins, Nov. 6, Douglas, Leprik & Co.

Glenariff, British str., 1,943, Warner, Nov. 4, Motropor Bros. & Gow.

Hailong, British str., 789, Bathurst, Nov. 5, Douglas, Leprik & Co.

Hanoi, French steamer, 749, Pannier, Nov. 5, A. R. Marty.

Hansa, German steamer, 1,300, Schall, Nov. 3, Sander, Wieler & Co.

Hermes, Norwegian str., 849, Jensen, Nov. 4, Jardine, Matheson & Co.

Hoshao, French str., 509, Merles, Nov. 6, A. R. Marty.

Hong Wan, British str., 2,060, Fripp, Nov. 3, Chinese.

Hsinfong, British str., 1,358, Steeman, Nov. 4, Chinese.

Loongshue, British str., 1,080, Weigall, Oct. 27, Jardine, Matheson & Co.

Lyeonmoon, Ger. str., 1,235, Howermann, Oct. 31, Siemens & Co.

Metelusa, British str., 3,006, Towell, Oct. 30, Butterfield & Swire.

Michael Jensen, Ger. str., 710, Jensen, Nov. 5, Jensen & Co.

Mar, British steamer, 1,207, Damster, Nov. 6, Melchers & Co.

Shanghai, British str., 1,021, Moore, Nov. 4, Butterfield & Swire.

Taku, German steamer, 528, Calender, Nov. 6, Mayer & Co.

Taiyang, British steamer, 1,544, Wilde, Nov. 1, Jardine, Matheson & Co.

Tartar, British steamer, 2,783, Bowles, Oct. 23, C. P. R. Co.

Tiger, Norwegian str., 2,116, Wold, Nov. 6, Mitsui Bussan Kaisha.

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order.

Bittern, British schr., 399, Asklin, Aug. 28, Siemens & Co.

Dumblane, Italian bark, 721, Trepani, Oct. 20, Order.

Dundee, British ship, 1,988, Hemming, Oct. 14, Standard Oil Co.



## POST OFFICE NOTICES.

**CHRISTMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 2nd November, are due in London about the 16th December; and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them in a few days in advance.

The *Coptic* with the American Mail left Shanghai on Monday, the 5th inst., at 7 a.m., and may be expected here to-day, the 7th inst.

The *Schroon*, with the English Mail of the 12th October, left Singapore on Sunday, the 4th inst., at 1 p.m., and may be expected here on or about Friday, the 9th inst. This Packet brings replies to letters despatched from Hongkong on 10th September.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Amoy, Singapore, Swatow and Sourabaya	Nanchang	Wednesday, 7th, 11.00 A.M.
Haiphong	Hanoi	Wednesday, 7th, 1.00 P.M.
Shanghai	Haiphong	Wednesday, 7th, 2.00 P.M.
Shanghai	Haiphong	Wednesday, 7th, 2.00 P.M.
Singapore, Sourabaya and Sumatra	Chungking	Wednesday, 7th, 3.00 P.M.
Kobe and Yokohama	Glenartney	Wednesday, 7th, 3.00 P.M.
Shanghai	Lyceum	Wednesday, 7th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. C. R. de Janeiro.

FOR	PER	DAY AND HOUR.
Swatow, Amoy and Tamsui	Formosa	Wednesday, 7th, 5.00 P.M.
Manila	Sungking	Thursday, 8th, 3.00 P.M.
Bangkok	Cathay	Thursday, 8th, 5.00 P.M.
Shanghai	Shansi	Friday, 9th, 8.00 A.M.
Hoihow and Pakhoi	Chelydra	Friday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Changsha	Friday, 9th, 3.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Sungking	Friday, 9th, 3.00 P.M.
Manila	Bisaya	Saturday, 10th, 10.00 A.M.
Singapore, Penang and Bombay	Sungking	Saturday, 10th, 10.00 A.M.

EUROPE, &c., India via Taticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Yokohama and Kobe. Chingtu.

Swatow, Amoy and Tamsui. Anging Maru.

EUROPE, &c., India via Taticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## TODAY.

Artillery practice from Belcher's in North. Westerly direction, commencing about 9 a.m.

## COMMERCIAL. CLOSING QUOTATIONS.

TUESDAY, 6th November.

ON LONDON.—	Telegraphic Transfer	211
	Bank Bills, on demand	211 <sup>1</sup> / <sub>2</sub>
	Bank Bills, at 30 days' sight	211 <sup>1</sup> / <sub>2</sub>
	Bank Bills, at 4 months' sight	211 <sup>1</sup> / <sub>2</sub>
	Credits, at 4 months' sight	211 <sup>1</sup> / <sub>2</sub>
	Documentary Bills, 4 months' sight	211 <sup>1</sup> / <sub>2</sub>
ON PARIS.—	Bank Bills, on demand	263 <sup>1</sup> / <sub>2</sub>
	Credits, at 4 months' sight	260
ON GERMANY.—	On demand	214 <sup>1</sup> / <sub>2</sub>
ON NEW YORK.—	Bank Bills, on demand	50 <sup>1</sup> / <sub>2</sub>
	Credits, 60 days' sight	52
ON BOMBAY.—	Telegraphic Transfer	157
	Bank, on demand	157 <sup>1</sup> / <sub>2</sub>
ON CALCUTTA.—	Telegraphic Transfer	157
	Bank, on demand	157 <sup>1</sup> / <sub>2</sub>
ON SHANGHAI.—	Bank, at sight	71 <sup>1</sup> / <sub>2</sub>
	Private, 30 days' sight	72 <sup>1</sup> / <sub>2</sub>
ON YOKOHAMA.—	On demand	24 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	14 p.c. pm.
ON BATAVIA.—	On demand	125 <sup>1</sup> / <sub>2</sub>
ON HAIPHONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	60
	SOVEREIGNS, Bank's Buying Rate	9.45
	GOLD LEAF, 100 fine, per tael	50
	BAB SILVER, per oz	22 <sup>1</sup> / <sub>2</sub>

## OPIUM.

Quotations are—	Allow 10c net to 1 catty.
Malwa New	\$770 to \$780 per picul.
Malwa Old	\$800 to \$810
Malwa Older	\$830 to \$840
P.P. per wrapped	\$350 to
Persian fine quality	\$870 to
Persian extra fine	\$925 to
Patus New	\$945 to
Patus Old	to
Banars New	\$945 to
Banars Old	to

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Coptic*, with mails, &c., left Shanghai for this port on 5th inst. at 7 a.m., and may be expected here to-day.

The T. K. K. steamer *America* Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th inst.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 26th inst.

The O. & O. steamer *Gladie*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

**THE ENGLISH MAIL.**  
The P. & O. steamer *Schroon* left Singapore for this port on the 4th inst. at 1 p.m., with the outward English mails and is due here on the 9th inst. at about 1 p.m.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *König Albert*, carrying the German mails, left Colombo on Friday, the 2nd inst., and may be expected here on or about Tuesday, the 13th inst.

The Imperial German Mail steamer *Bayern* has left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here on or about Tuesday, the 13th inst.

**THE INDIAN MAIL.**  
The steamer *Lightning*, from Calcutta, left Singapore for this port on Saturday afternoon, the 3rd inst.

**MERCHANT STEAMERS.**  
The N. Y. K. steamer *Kamakura Maru* (Europe Line) left Singapore for this port on Thursday, 1st inst., and is expected to arrive here on the 7th inst.

## JOINT STOCK SHARES.

Hongkong, 5th November.

STOCKS.	NO. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation, Ltd.	80,000	\$125	\$125
Bank of China & Japan, Ltd.	100,000	25	24
Do. Deferred.	1,250	41	41
National Bank of China, Ltd.	19,070 A	210	208
Do. Founders' Shares.	20,953 B	410	410
Do. Founders' Shares.	760 fms.	41	41
<b>MARINE INSURANCES.</b>			
Union Ins. Society, Ltd.	10,000	\$250	\$250
China Traders Ins. Co., Ltd.	24,000	\$88.33	\$88.33
North China Ins. Co., Ltd.	5,000	4100	425
Yangtze Ins. Assoc., Ltd.	8,000	1100	360
Canton Ins. Office, Ltd.	10,000	320	350
Straits Insurance Co., Ltd.	30,000	1100	320
<b>FIRE INSURANCES.</b>			
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250
China Fire Ins. Co., Ltd.	20,000	1100	330
<b>SHIPPING.</b>			
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15
Indo-China S. S. Co., Ltd.	60,000	410	410
China & Manila S. S. Co., Ltd.	6,000	350	350
Do. Deferred.	14,000	350	350
Douglas Steamship Co., Ltd.	20,000	350	350
China Mutual S. N. Co., Ltd.	20,000	410	410
Limited, Preference.	20,000	410	410
Do. Ordinary.	20,000	410	410
Do. do.	20,000	410	410
Star Ferry Co., Limited.	10,000	\$10	\$10
Shell Transport & Trading Co., Limited.	2,000,000	21	21
<b>REFINERIES.</b>			
China Sugar Refining Co., Ltd.	20,000	\$100	\$100
Luau Sugar Refining Co., Ltd.	7,000	\$100	\$100
<b>MINING.</b>			
Panjin Mining Co., Ltd.	60,000	38	38
Do. Preference.	30,000	38	38
Société Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250
Quesong Mines, Limited.	400,000	25 cts.	25 cts.
Jobebu Mining and Trading Company, Ltd.	45,000	45	45
Ramb Australian Gold Mining Co., Limited.	200,000	21	10/10
Oliver's Freehold Mines, Limited.	A 15,000	55	55
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	55	55
Do. Preference.	140,000	55	55
Do. do.	70,000	55	55
<b>DOCKS, WHARVES, &amp;c.</b>			
Hongkong and Whampoa Dock Co., Limited.	12,500	\$125	\$125
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	500	500
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$371
New Amoy Dock Co., Ltd.	6,000	50	50
<b>LANDS, HOTELS &amp; BUILDINGS.</b>			
Hongkong Land Investment Co., Ltd.	60,000	\$100	\$100
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50
West Point Building Company, Limited.	12,500	\$50	\$50
Hongkong Hotel Company, Limited.	12,000	\$50	\$50
Orlando Hotel Co., Limited.	7,000	\$50	\$50
Humphreys Est. & Fin. Co.	100,000	\$10	\$10
<b>COTTON MILLS.</b>			
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100
Internat'l. Cot. Mfg. Co., Ltd.	10,000	Tls100	Tls100
Laoa-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tls100	Tls100
Soy Chee Cotton Spinning Company, Ltd.	7,500	Tls100	Tls100
Yahongkoo Cotton Spin. & Weav. & Dye Co., Ltd.	12,000	\$100	\$100
<b>MISCELLANEOUS.</b>			
Green Island Cement Co., Ltd.	50,000	\$10	\$10
China Borneo Co., Ltd.	7,500	\$20	\$20
A. S. Watson & Co., Ltd.	90,000	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10
Hongkong and China Gas Company, Limited.	7,000	410	410
Hongkong Rope Mfg. Co., Ltd.	10,000	350	350
Go. Fenwick & Co., Ltd.	9,000	325	325
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100
Dairy Farm Co., Ltd.	10,000	\$75	\$75
Carmichael & Co., Ltd.	2,000	\$25	\$25
Hk. & China Bakery Co., Ltd.	600	\$20	\$20
Campbell, Moore & Co., Ltd.	1,200	41	41
United Asbestos & Ag. Co., Ltd.	9,000	10	10
Agency, Limited.	100 fms.	\$10	\$10
Tobacco Planting Co., Ltd.	20,000	55	55
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20
Watkins, Limited.	10,000	\$20	\$20
Universal Trading Co.	50,000	\$20	\$20
<b>CHINA COMPANIES.</b>			
Alhambra, Limited.	200	\$500	\$500
La Commercial, Limited.	200	\$500	\$500
Hensington, Limited.	750	\$100	\$100
La Favorita, Limited.	180	\$500	\$500

## THE NEW FRENCH REMEDY.

TRADE THERAPION MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THERAPION No. 21

THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

## CARMICHAEL &amp; BARLOW.

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

DESIGNS AND SPECIFICATIONS prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised.

New and second hand Launches for Sale.

Telegrams, "CHIEFEST," Hongkong.

Telephone, 232.

H. F. CARMICHAEL.

B. J. BARLOW.

Hongkong, 1st June 1899.

AMERICAN SYSTEM OF DENTISTRY.

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(LATE OF POATE &amp; NOBLE).

Hongkong, 15th September, 1899.

SIENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

DAVID CORSAIR &amp; SON'S.

MERCHANT NAVY.

NAVY BOILED.

LONG FLAX.

RELIANCE CROWN.

TARPAULING.

ARNHOLD, KALBERG &amp; CO.

Sole Agents.

## FOR SALE.

WOOD OIL.

H. L. TRADE MARK.

HOP LOONG &amp; CO.

27, Hollywood Road, Hongkong.

WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS.

No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900.

CARBOLINUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTAMANN &amp; CO.

Hongkong, 31st August, 1897.

WING CHEONG.

JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 &amp; 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900.

[2361]

## Milkmaid BRAND Milk.



As a guarantee of quality see that the MILKMAID Trade Mark is on every Tin.

Largest Sale in the World.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 5th NOVEMBER, 1900.

STATION.

Hour.

Barometer.

Thermometer.

Humidity.

Wind.

Weather.

V. dirotstock.

Tokyo.

Kobe.

Nagasaki.

Kagoshima.

Taihoku.

Yokohama.

Manila.

Batavia.

Sourabaya.

Cebu.

C. S. James.

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